

## ROADS SAFETY FORUM

Minutes of meeting held in Committee Room 2, Council Offices, Almada Street, Hamilton on 16 June 2010

**Chair:**

Councillor John Murray

**Councillors Present:**

Jackie Burns, John Cairney, Ian Gray, Eileen Logan, Jim McGuigan, Mary Smith, George Sutherland

**Councillor's Apology:**

Lynn Filshie

**Attending:****Corporate Resources**

J Davitt, Public Relations Officer; N Docherty, Administration Assistant

**Enterprise Resources**

E Gibson, Road Safety Training Officer; M Halligan, Traffic and Road Safety Engineer; C Park, Engineering Manager

**Also Attending:**

Chief Inspector S Carle

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**1 Declaration of Interests**

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No interests were declared.

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**2 Minutes of Previous Meeting**

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The minutes of the meeting of the Roads Safety Forum held on 3 February 2010 were submitted for approval as a correct record.

**The Forum decided:** that the minutes be approved as a correct record.

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**3 School Crossing Patrol Assessments**

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A report dated 21 May 2010 by the Executive Director (Enterprise Resources) was submitted on requests for school crossing patrols at various locations within South Lanarkshire which had all been assessed in terms of the Council's approved criteria.

The following locations had failed to meet the Council's criteria:-

- |                                  |                             |
|----------------------------------|-----------------------------|
| ◆ East Mains Road, East Kilbride | ◆ Low Waters Road, Hamilton |
| ◆ Loch Shin, East Kilbride       | ◆ Chriss Avenue, Hamilton   |
| ◆ Strathaven Road, Hamilton      | ◆ Annsfield Road, Hamilton  |

**The Forum decided:** that the refusal of the requests for crossing patrols at the 6 locations detailed above, which had all failed to meet the Council's criteria, be supported.

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#### **4 Education, Training and Publicity Initiatives**

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A report dated 20 May 2010 by the Executive Director (Enterprise Resources) was submitted on the range of road safety education, training and publicity initiatives being undertaken in South Lanarkshire.

**The Forum decided:** that the road safety education, training and publicity initiatives being undertaken in South Lanarkshire, as detailed in the report, be noted.

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#### **5 Mandatory Zig Zag Markings Outside Schools**

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A report dated 20 May 2010 by the Executive Director (Enterprise Resources) was submitted on the advisory zig zag markings outside 20 of the Council's schools.

Zig zag markings were an effective way to indicate to drivers areas where vehicles should not be stopped and improve road safety. It was proposed that, to further increase their effectiveness, the markings outside 20 of the Council's 151 schools be made mandatory.

Details of the 20 schools identified were contained in the appendix to the report.

The costs involved in implementing the proposal would be met from the Scottish Government Grant for Cycling, Walking and Safer Streets.

**The Forum decided:** that the introduction of mandatory zig zag markings outside 20 of the Council's schools, as detailed in the appendix to the report, be supported.

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#### **6 "Tackling the School Run"**

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A report dated 20 May 2010 by the Executive Director (Enterprise Resources) was submitted on the "Tackling the School Run" Project 2009 which had been delivered in partnership with Sustrans.

The Project aimed to promote road safety and sustainable travel on the journey to and from school. Sustrans was a charity set up to promote sustainable modes of transport such as walking and cycling. It received funding from the Scottish Government which enabled it to enter into partnership with various organisations, including local authorities, to enable the development of facilities to encourage walking and cycling.

**The Forum decided:** that the "Tackling the School Run" Project, in partnership with Sustrans, be supported.

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#### **7 Road Safety Capital Programme 2010/2011**

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A report dated 24 May 2010 by the Executive Director (Enterprise Resources) was submitted on the Road Safety Capital Programme 2010/2011.

The monies received from the Scottish Government Grant for Cycling, Walking and Safer Streets, together with the funding from the Strathclyde Partnership for Transport (SPT), totalling £684,000 would be utilised as detailed in the appendix to the report.

**The Forum decided:** that the Road Safety Capital Programme 2010/2011, as detailed in the report, be noted.

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## 8 Pass Plus

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A report dated 25 May 2010 by the Executive Director (Enterprise Resources) was submitted on the subsidised Pass Plus Scheme within South Lanarkshire.

Within South Lanarkshire in 2009 there had been 159 injury accidents resulting in 189 casualties where the driver of the vehicle causing the accident was in the 17 to 25 year old age group. The 'Pass Plus' road safety initiative aimed to assist newly qualified drivers gain driving experience and, therefore, reduce injury accidents.

The subsidised Scheme had been launched in July 2007 and details were provided on the: -

- ◆ number of newly qualified drivers who had participated in the Scheme
- ◆ findings from the annual evaluations of the Scheme

**The Forum decided:** that the continued promotion of the Pass Plus Scheme within South Lanarkshire be supported.

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## 9 20mph Speed Limits

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A report dated 7 June 2010 by the Executive Director (Enterprise Resources) was submitted on the guidelines for the introduction of the various types of 20mph speed limits to ensure they were introduced in a consistent manner across the Council area.

20mph speed limits were appropriate outside schools and within residential areas and it was proposed that the following guidance be used in determining the appropriate type of 20mph speed limit initiative to be introduced for a specific location:-

### Outside Schools

- ◆ 85 percentile speeds were greater than 36mph - introduce part-time mandatory 20mph
- ◆ 85 percentile speeds were in the range 31 to 36mph - introduce advisory limit with additional Vehicle Activated Signs to encourage drivers to adhere to the 20mph limit during school hours
- ◆ 85 percentile speeds were in the range 25 to 30mph - introduce advisory limit
- ◆ 85 percentile speeds were less than 25mph - introduce 20mph mandatory speed limit

### Residential areas

- ◆ where traffic calming was present create a 20mph zone
- ◆ 85 percentile speeds were restricted by the nature of the road environment to less than 25mph - introduce 20mph mandatory speed limit
- ◆ 85 percentile speeds were between 25-30 mph - introduce advisory 20mph limit

**The Forum decided:** that the guidelines for determining the most appropriate type of 20mph speed limit for various circumstances, as detailed above, be supported.

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## 10 Urgent Business

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There were no items of urgent business.